

20 February 1948

I N D I AAVIATION CONVENTIONS

Chicago Convention - India deposited instrument of ratification
1 March 1947.

BILATERAL CIVIL AVIATION AGREEMENTSUS - 14 November 1946Netherlands - 31 May 1947

The annex gives the following routes:

Netherlands (1) through Europe, Near East and Iran to Karachi, Delhi and Calcutta, thence to a point in Burma, a point in Siam, a point in Malaya to the Netherlands East Indies via intermediate points and beyond in both directions.

(2) Netherlands East Indies through Malaya, Siam and Burma to Calcutta via intermediate points in both directions.

India (1) India through Near East and Europe to Amsterdam or Rotterdam via intermediate points and beyond in both directions.

(2) India through Burma, Siam and Malaya to Batavia, Sourabaya, Koepong via intermediate points and beyond.

The civil air agreement between India and the Netherlands replaced the bilateral of 1945 under which KLM formerly operated. Operations under the 1945 agreement (the new bilateral not having been implemented) were cancelled by the Indian Government during July 1947 as a sympathetic gesture toward the Indonesian cause. KLM planes were forced to by-pass India, by way of Ceylon, on their Amsterdam-Batavia route.

France - 6 July 1947

The following routes were specified:

France (1) through points in Italy and Greece, points in Tripolitania and Cyrenaica to Cairo, Beirut, points in Iraq, Iran, Bahrein to Karachi-Delhi-Calcutta, thence to points in Burma, Siam, Indo-China and beyond.

(2) France - China - Japan via intermediate points.

(3) Calcutta - points in Burma, Siam, Indo-China and beyond.

India (1) through Near East to Marseilles and Paris and/or via points in French North Africa to the United Kingdom and beyond.

(2) India through Burma and Siam to Hanoi Saigon and beyond.

Afghanistan - An Indian delegation went to Kabul on 22 May 1947 to negotiate an air agreement, but left without reaching an agreement with the Afghan Government.

China - CNAC continues to operate under existing conditions but no formal bilateral agreement has been concluded between the Governments.

Document No. 001NO CHANGE in Class. ☐☒ DECLASSIFIED

Class. CHANGED TO: TS S C

DDA Memo, 4 Apr 77

Auth: DDA REG. 77/1763

Date: 09 FEB 1978 By: 011~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

2.

UK - BOAC continues to operate under existing conditions but no formal bilateral agreement has been concluded between the Governments.

Pakistan - The Government of Pakistan deposited adherence to the Chicago Convention on 6 November 1947, and there is a provisional arrangement between G.O.I. and G.O.P. until 31 December 1947 or until the conclusion of a bilateral.

The Government of India agreed to the operation by a Pakistan airline of services on the following routes:

Karachi	- Delhi
Dacca	- Delhi
Karachi	- Bombay
Chittagong	- Calcutta
Dacca	- Calcutta

The Government of Pakistan permits operation by Indian airlines on the routes:

Jodhpur	- Karachi
Bombay	- Karachi
Ahmedabad	- Karachi
Bhuj	- Karachi
Delhi	- Lahore
Calcutta	- Dacca
Calcutta	- Chittagong

AIRLINES (Domestic)

1. Air India Ltd. (formerly TATA airlines)

Headquarters - Bombay

Started operations in 1932. Serves India and Ceylon.

Routes - Bombay - Madras

Karachi - Ahmedabad - Bombay - Hyderabad - Madras - Colombo

Bombay - Ahmedabad - Delhi

Bombay - Nagpur - Calcutta

Madras - Bangalore - Cochin - Trivandrum

Equipment - 18 DC-3

4 Vickers Viking

3 Beechcraft Expediter

2. Indian National Airways, Ltd. (INA)

Headquarters - New Delhi

Operations date from 1933. The company formerly had British affiliations, but managing control later passed to the Dalmia Jain interests.

Routes - Delhi - Lucknow - Cawnpore - Allahabad - Calcutta

Delhi - Jodhpur - Karachi

Delhi - Lahore - Rawalpindi - Peshawar

Lahore - Bikaner - Jodhpur - Ahmedabad

Lahore - Quetta - Karachi

~~CONFIDENTIAL~~

Equipment - 9 DH Dove
1 Beechcraft
7 DC-3
6 Vickers Viking
4 Bristol Wayfarer
3 DH Dominie

3. Air Services of India, Ltd. (ASI)

Headquarters - Bombay
Affiliated with Scindia Steam Navigation Co.
Began operations the second quarter of 1946.

Routes - Bombay - Junagadh - Jamnagar - Bhuj - Karachi
Bombay - Bhopal - Gwalior - Cawnpore - Lucknow
Porbandar - Jamnagar - Wadhwan - Ahmedabad
Bombay - Bhavnagar
Bombay - Gwalior - Delhi

Equipment - 11 Dakotas (British version of the US C-47,
military transport)
6 DH Rapide
2 Sentinel L-5

4. Deccan Airways, Ltd.

Headquarters - Begumpet, Hyderabad
Reported to be backed financially by the Nizam of Hyderabad.
The company began operations in the third quarter of 1946.

Routes - Delhi - Bhopal - Nagpur - Hyderabad - Madras
Hyderabad - Bangalore
Hyderabad - Bombay

Equipment - 9 DC-3

5. Mistri Airways, Ltd.

Headquarters - Bombay
The company began operations in the last quarter of 1946.

Routes - Bombay - Nagpur - Calcutta

Equipment - 12 DC-3
17 UC-64
4 Percival Proctor
2 AT-6

6. Ambica Airlines, Ltd.

Headquarters - Bombay
The company began scheduled services in 1947.

Routes - Bombay - Baroda - Ahmedabad
Bombay - Rajkote - Morvi

Equipment - 7 Beechcraft Expediter
5 UC-64
6 L-5
5 DC-3

~~CONFIDENTIAL~~

7. Airways India, Ltd.Headquarters - Calcutta

The company began service in the second quarter of 1947.

Routes - Calcutta - Vizagapatam - Madras - Bangalore

Equipment - 5 DC-3

1 L-4

2 Airspeed Consul

2 UC-78

8. Bharat Airways, Ltd.Headquarters - Calcutta

Controlled by Birla industrial interests.

The company started services on 30 June 1947.

Routes - Calcutta - Gaya - Lucknow - Delhi

Equipment - 8 DC-3

2 L-5

2 Avro XIX

1 Bristol Wayfarer

9. Air India International, Ltd.Headquarters - New Delhi

Service is to be inaugurated May 1948.

Air India, Ltd. is to be in charge of technical management

and to be booking agent in India for the International line.

Capitalization - Rupees - 7 crores * with an initial paid-up capital of Rs 2 crores.

The Government of India to acquire 49% with the option of acquiring a further 2%.

Routes - Bombay - Cairo - London

Equipment - will be Lockheed Constellations.

FOREIGN AIRLINESBOAC

London - Bordeaux - Tripoli - Cairo - Jerusalem - Basra -
Karachi - Bombay - Delhi - Calcutta - Colombo
Avro York

Poole - Marseilles - Augusta (Sicily) - Cairo - Basra (Margil
Airport) - Bahrein Island - Karachi (Pakistan) - Calcutta -
Rangoon (Irawaddy Airport) - Bangkok (Klangtoei Airport) -
Hong Kong (Koroloon Bay) - Singapore (Kallang Airport) -
Sourabaya - Darwin - Bowen - Sydney (Rose Bay).

Plymouth or Hythe flying boat.

* NOTE: Rupees - 10 million = 1 crore
" - 1 " = 10 lakhs
" - One hundred thousand = 1 lakh

Conversion to US currency: 1 rupee = 30.05 cents
1 lakh = \$ 30,053
1 crore = \$3,005,259

CONFIDENTIAL

~~CONFIDENTIAL~~

5.

BOAC - QEA

London - Tripoli - Jerusalem - Karachi - Calcutta - Singapore -
 Darwin - Sydney

PAA

Washington - New York - Boston - Gander - Shannon - London -
 Brussels - Frankfurt - Prague - Vienna - Istanbul - Damascus -
 Karachi - Calcutta

AIR FRANCE

Paris - Athens - Tunis - Jerusalem - Cairo - Basra - Karachi -
 Calcutta - Saigon - Shanghai

KIM

Amsterdam - Rome - Jerusalem - Baghdad - Basra - Dhahran -
 Karachi - Calcutta - Bangkok - Singapore - Batavia

CNAC

Hong Kong (Kai Tak Airport) - Canton - Liuchow - Kunming -
 Calcutta

PAL

San Francisco - Honolulu - Midway - Kwajalein - Wake - Guam -
 Tokyo - Manila - Bangkok - Calcutta

TWA

New York - Gander - Villa de Porta (Azores) - Shannon - Paris -
 Rome - Athens - Cairo - Jerusalem - Dhahran - Karachi - Bombay

QEA

London - Cairo - Karachi (Drigh Road Airport) - Calcutta -
 Singapore - Darwin - Sydney

AIRPORTS -

At the end of World War II, 50 airdromes were brought under civil control. Since the division of India the G.O.I. has recommended the appropriation of Rs. 20,000,000 (\$6,000,000) for bringing up Indian international airports to accepted standards.

The following are international civil airports:

1. Dum Dum - Calcutta - 22 - 38 - 40 N (Used by BOAC, CNAC, INA,)

88 - 26 - 50 E (Mistri, Air India)
2. Santa Cruz - Bombay - 19 - 05 - 20 N

72 - 52 - 00 E

Constructed in 1942 and used by the Royal Air Force during the war. This field is scheduled for development as a major field by the Director General of Civil Aviation.

Used by: Mistri Airways, Ltd., Air India, Air Service of India Ltd.,
 T.W.A.

3. Palam - Delhi - 28 - 34 - 00 N

77 - 06 - 20 E

Used by BOAC

~~CONFIDENTIAL~~

PRODUCTION

Hindustan Aircraft Factory Ltd. at Bangalore is State-owned and State-managed. It is jointly owned by the Central Government and the State Government of Mysore. The Ministry of Defence has placed an initial order with Hindustan Aircraft Ltd. for 50 Percival Prentice trainers for the Royal Indian Air Force. The first aircraft were expected to be out by May 1948, but aircraft from Indian raw materials were not expected to be ready before the end of 1948.

PILOT AND GROUND TRAINING

The Saharanpur Civil Aviation Training Center started in November 1947, plans to expand its facilities to include wireless and radar mechanics, ground engineering, pilot training. In December 1947, it had 350 students.

Page Denied